



Regional Airport Planning Committee

September 7, 2007

TO: Regional Airport Planning Committee
FROM: Staff of the Regional Airport Planning Committee
SUBJECT: Proposed Phase 2 Work Scope and Decision Process

Phase 2 Work Scope Outline and Decision Process. Phase 2 will provide a process for completing the remaining portion of RAPC's adopted work scope. Phase 2 will emphasize public input and a visioning process to develop consensus on a long-range aviation plan for the region that potentially includes airline and air cargo service at alternative airports, diversion of some air passengers to a future California High Speed Rail System, use of new air traffic control technology, demand management at existing airports, and new institutional approaches. Phase 2 incorporates the findings and recommendations from Phase 1 as described below. Funding would come from MTC, the FAA, and airports. The work scope and a budget for Phase 3 will be determined by RAPC at the conclusion of Phase 2.

A proposed outline for Phase 2 is provided below. The Phase 2 work scope outline and the Phase 1 Summary Report will be discussed and evaluated at the September 19th Public Workshop. Staff will present the revised phase 1 conclusions and recommendations and a more detailed Phase 2 Work Scope at RAPC's October 15th meeting for Committee action.

Phase 2 Work Scope Outline

Task 1. Public Input (throughout Phase 2)

Task 1.a. Workshops, meetings, website postings, etc.

Task 2. Vision and Implementation Plan. Throughout Phase 2, develop a vision for regional aviation and an implementation plan that addresses the following topics:

1. What is the long-range vision for addressing Bay Area aviation needs?
2. What are the next steps?
3. Who is responsible?
4. What should RAPC do specifically?

Task 3. Update Aviation Forecasts

Key Phase 1 recommendations regarding aviation forecasting:

1. In order to better inform the discussion of future regional aviation system options in

Phase 2, updated forecasts should be developed for unconstrained air passenger, air cargo and business general aviation demand. As with the earlier RASP forecasts, a careful evaluation of long-term trends in the price of air transportation, airline route strategies, and other key market-drivers will be essential to developing meaningful forecasts.

2. The forecasts should be of sufficient detail to assess the potential passenger and air cargo demand that could be served by alternative airports and the impact of general aviation on future runway capacity issues at the three major commercial airports.
3. To better understand current and evolving aviation demand trends, a tracking system of key forecast indicators should be developed.

Task 3.a. Develop new baseline aviation forecasts for the following areas (for the region and for the individual airports):

1. Air passengers
2. Air cargo
3. Business General Aviation

Task 3.b. Examine Potential Demand that could be served by Alternative Airports (air passenger and air cargo, as appropriate for the specific airport):

1. Moffett Federal Airfield
2. Travis AFB
3. Sonoma County (Santa Rosa)
4. Livermore
5. Buchanan Field (Concord)
6. Napa
7. Byron (eastern Contra Costa County)
8. Other airports: Stockton/Monterey/Sacramento

Task 3.c. Examine Potential Demand Diversion from a future HSR system

1. Review results from latest California HSR Ridership Study

Task 3.d. Develop an aviation forecast tracking system

Task 4. Determine Baseline Runway Capacity Shortfalls at SFO/OAK/SJC

Key Phase 1 Recommendations for Demand Management and Aviation Technology:

1. Airport capacity analyses in Phase 2 should identify the most promising and realistic new air traffic control and demand management strategies and estimate the impact at specific airports.
2. RAPC should receive and review reports from NASA and the FAA on the research and funding status of key technologies in Phase 2 and on technology development and applications at specific Bay Area airports.
3. RAPC should receive and review reports from SFO on its work to evaluate new demand management approaches; OAK should initiate demand management studies before the onset of major runway congestion.

4. RAPC may wish to investigate the use of inter-regional express buses to substitute for some short haul commuter flights into Bay Area airports. A tracking system should be developed to determine how close each airport is to their estimated runway capacity and the time remaining until major delays are likely to occur.
5. RAPC should support a pilot congestion pricing program in new FAA reauthorization legislation.

Task 4.a. Estimate demand and capacity at SFO, OAK, SJC, with and without:

1. New Air Traffic Control Technology and Demand Management
2. Airline service at alternative airports
3. Improvements at GA reliever airports (to divert some business general aviation activity)
4. Substitution of inter-regional express bus service for short haul commuter flights

Task 4.b. Develop a runway capacity tracking system

Task 5. General Overview of Environmental and Economic Issues

Key Phase 1 Recommendations for environmental and economic assessment:

1. RAPC may wish to request that the FAA and airport further examine the potential benefits of Continuous Descent Approaches (CDAs) during low traffic periods (as a way to reduce noise and fuel consumption).

Task 5.a. Develop a qualitative assessment of regional impacts of alternatives/strategies that address the following:

1. Over flight Noise
2. Aircraft Emissions
3. Climate Change
4. Biological
5. Economy
6. Traffic/Ground Access

Task 5.b. Explore with the FAA and airports the potential to test a Continuous Descent Approach at Bay Area airports

Task 6. Mid-Phase Screening Evaluation. □RAPC will determine which alternatives/strategies should be examined in greater detail based on the information developed in Tasks 1-5 above. This will ensure that the remaining work focuses on the long-range aviation solutions that are most promising according to the technical analyses and public input.

Task 6.a. Assess the relative benefits/tradeoffs of the alternatives/strategies.

Task 7. Develop Additional Information on Alternatives/Strategies

Task 7.a. Alternative Airports. Estimate costs of developing alternative airports.

1. Cost of terminals, avionics, security, airfield (runways, taxiways, etc.)
2. Ground Access

Task 7.b. New ATC Technology/Demand Management. Further development of new ATC technology and demand management strategies, as required.

Task 8. Institutional Evaluation

Key Phase 1 Recommendations regarding Institutional Change:

1. As part of the Phase 2 work scope, evaluate the strengths and weaknesses of various institutional approaches (such as a new Authority, Joint Powers Agreement, and Memorandum of Understanding, etc.) for addressing key planning and implementation issues identified in the June staff report to RAPC (see below.)
 - Improve long-range planning for the region's aviation needs
 - Influence airline service decisions
 - Flexible use of FAA funds for airport improvements
 - Acquire/operate new airports
 - Develop more effective demand management/delay reduction approaches
 - Resolve potential regional airspace issues
 - Expedite deployment of new air traffic control technologies
 - Help resolve regional over flight noise issues (higher altitude noise, further from runways)
 - Make better use of general aviation airports as relievers to air carrier airports
 - Improve surface access to airports
 - Promote compatible land use around airports
 - Legislative solutions (funding, noise compatibility, other issues)

The need for institutional change may or may not be relevant, depending on the regional vision for the airport system developed during Phase 2. If determined to be relevant, then further analysis will be conducted in Phase 3.

Task 8.a. Evaluate strengths and weaknesses of new Authority, JPA, MOU relative to long-range planning issues listed above.

Task 9. Phase 2 Wrap up.

1. Adopt a Vision and Implementation Plan
2. Approve Phase 3 works scope (as required)